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GOVERNOR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

DAVID A. COLE
COMMISSIONER

July 30, 2010
Subject: **Whiting, Dennysville and
Pembroke**
State Project No: 017774.00 & 017823.00
Amendment No. 3

Dear Sir/Ms:

The following questions have been received:

Question: Clearing for utilities to be done by the respective utilities? If not, then how does MDOT propose to pay for this work, and what is the quantity?

Response: If any clearing is needed to be done, the Contractor will be paid by hourly items.

Question: Cable guardrail, Section I (Whiting), can this be cut to install cross pipes? If not, we will need to dig under the guardrail cable.

Response: Cable guardrail can be cut.

Question: Section I (Whiting) can the MST contract be done after completion date of July 15, 2011? It doesn't make sense to put down MST and then have an excavator (track) on it to remove the ledge back slopes. There would be a lot of repair of MST needed.

Response: MST cannot be put off until 2011.

Question: Section I, would you consider adding guardrail items?

Response: No

Question: In section I the ditch and inslope work use existing shoulder as finish grade of top edge of slope, this shoulder appears to be 4 ft. wide, is this correct?

Response: Yes, that is correct.

Question: Pin No. 17774.00 (Whiting) shows 24 cross culverts to be installed. Under what item is the pavement for this patching to be paid, and what is the quantity?



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Response: The Quantity is estimated to be 150 tons and will be paid under the machine placed item.

Question: Is all existing guardrail including cable rail to be removed and delivered to the Pembroke DOT lot on Route 1 for both 17774.00 (Whiting) and 17823.00 (Dennysville)?

Response: There is not expected to be any guardrail removal on the Whiting section.

Question: Will any guardrail be replaced on section I, PIN 17774.00 (Whiting)?

Response: No

Question: Is a detour possible for the removal of the concrete box culvert?

Response: A detour is allowed if the Contractor can find one and follows the procedure outlined in the Department of Transportation Standard Specifications – Dec. 2002 Section 104.4.10.

Question: Section 2, most of the inslope material has been removed leaving a steep shoulder throughout most of the project. The Contractor will have to rebuild inslopes to back up the shoulders. Should this item be inslope rehabilitation instead of inslope excavation?

Response: The majority of the existing shoulders are much wider than the template and the inslope will have to be excavated to achieve the desired end results. In the case of a slope being slack, and material is need to be brought in to build the inslope, the contractor will be paid under the appropriate equipment rental items.

Question: Can you provide a soils report, boring, and a table of cross slopes/super elevations for PIN 17774.00, section 2?

Response: Super Elevations for Section 2 will be sent in Monday's Bid Amendment. The Soils report will posted to the web @ <http://www.maine.gov/mdot/comprehensive-list-projects/017774.00.php> .

Question: For PIN 17774.00, section 2 – If not enough material exists to achieve 6" of foamed asphalt in the mainline, achieve cross slope, and rehab shoulders with 6" of reclaim material, how will extra material needed for construction be paid for? Can this material be quantified for bidding purposes?

Response: The Department believes there is enough material on site to achieve the desired results.

Question: For PIN 17823.00, Pembroke STRUT – The project length is shown as 0.01 mi. Will the aggregate subbase, excavation, and grading be paid for under contract unit prices or hourly items?

Response: Neither – Please read note number 14 of the General Notes. The intent is to excavate the roadway only as wide as required to install the pipes. No “approach” work is anticipated.

Consider this information prior to submitting your bid on August 4, 2010.

Sincerely,

A handwritten signature in blue ink, appearing to read "Scott Bickford", with a stylized, cursive script.

Scott Bickford
Contracts & Specifications Engineer